Other Community Facilities

In addition to schools, police, fire and emergency, and recreation facilities, there are numerous other community facilities within 1 mile of the Greenbelt site that are commonly located in suburban environments, such as childcare centers, houses of worship, universities, and libraries.

There are four childcare centers catering to the suburban population and concentration of employment in Greenbelt within 1 mile of the Greenbelt site: Children's Choice Inc. located at 9601 Baltimore Avenue, College Park; Al-Huda Day Care located at 5301 Edgewood Road, College Park; Mentor Learning Center at 4925 Edgewood Road, College Park; and USDA Small Wonders at 5601 Sunnyside Avenue, Beltsville.

The U.S. Court Library located at 6500 Cherrywood Lane in Greenbelt is the only library located within a mile of the site. At this time, it is not clear if this library is accessible to the public.

Several houses of worship are located within a mile of the site. In addition, UMD, College Park, is located just outside the 1-mile radius of the site in College Park, Maryland.

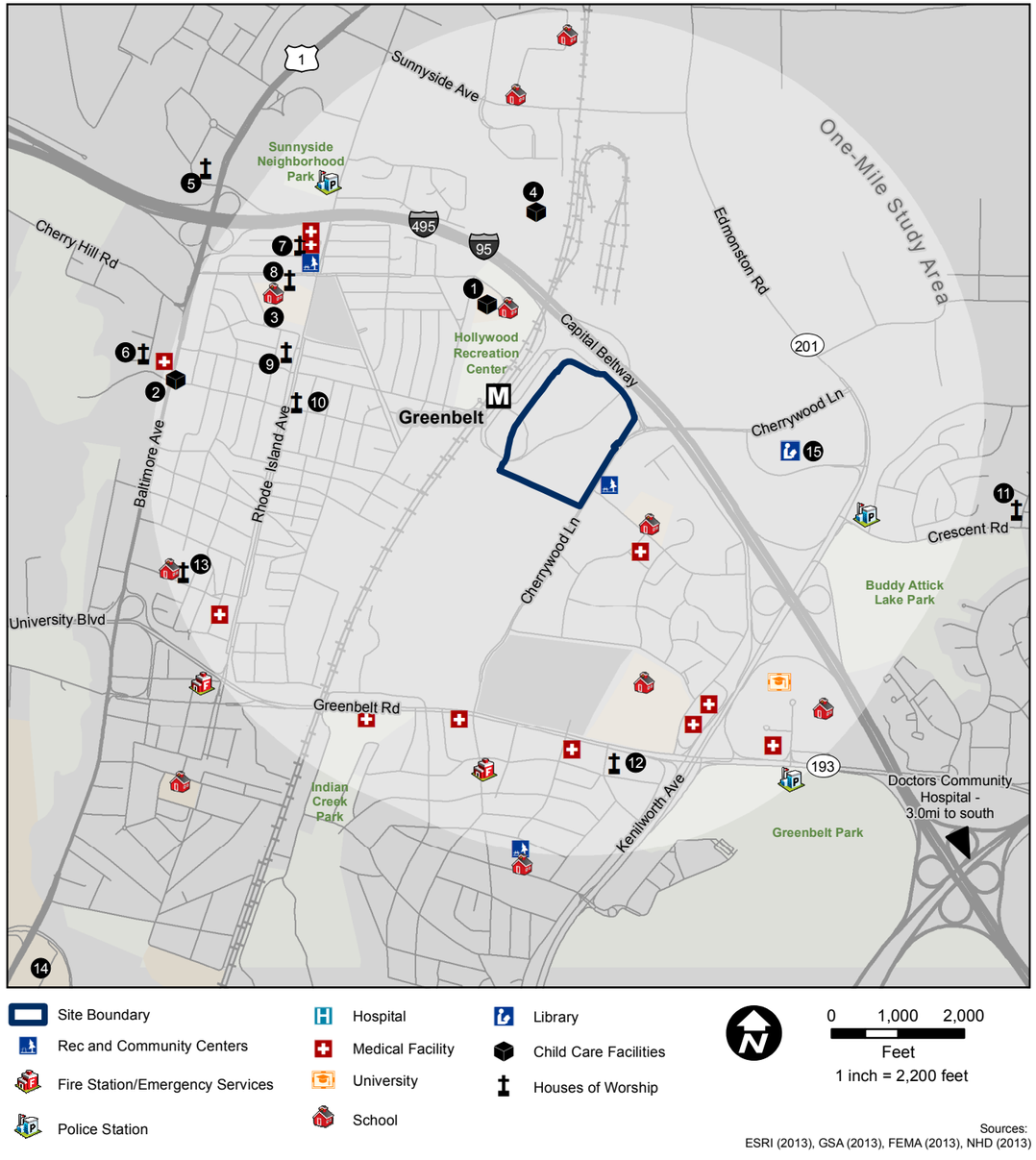
Table 5-13 provides a comprehensive list of all the community facilities found within the study area, and figure 5-15 illustrates their location.

Table 5-13: Greenbelt Community Facilities

Facility	Map ID	Description
Child Care	1	Al-Huda Day Care
	2	Children's Choice Inc.
	3	Mentor Learning Center
	4	USDA Small Wonders
Houses of Worship	5	The Redeemed Christian Church
	6	Chinese Bible Church of College
	7	Holy Redeemer Metro Community Church
	8	College Park Wesleyan Church
	9	College Park Church of the Nazarene
	10	Living Word Church of God
	11	Greenbelt Baptist Church
	12	Berwyn Presbyterian Church
	13	Berwyn Baptist Church
University	14	University of Maryland, College Park
Library	15	U.S. Court Library

Source: Google Maps (2014); ESRI (2013)

Figure 5-15: Greenbelt Community Services, Facilities, and Recreation



GREENBELT COMMUNITY SERVICES, FACILITIES, AND RECREATION

- All 800,000 citizens of Prince George's County are served by the Prince George's County Police Department. The city of Greenbelt is protected by Greenbelt Police Station, a subsidiary beat of the District 2 Prince George's County Police.
- Of the seven response areas (battalions) of Prince George's County, Battalion 6 serves the Greenbelt site location. There are three fire rescue stations within two miles of the site.
- Doctors Community Hospital, located 4.3 miles east, is the closest hospital to the Greenbelt site. This hospital is a 198-licensed bed institution with 1,439 employees, 446 who are medical staff.
- The Prince George's County Department of Parks and Recreation operates and maintains more than 27,000 acres of parkland throughout the county. The nearest park to the Greenbelt site is the Hollywood Recreation Center, located across the Metrorail and CSX rail lines from the site.
- Within a mile of the site, there are four childcare centers, nine houses of worship, one university, and one library.

Recreation

The Prince George's Department of Parks and Recreation operates and maintains more than 27,000 acres of parkland throughout the County, including land developed to provide parks, picnic areas, athletic fields, historic sites, community centers, and recreation facilities. The department also offers programs and facilities such as live performances, teen and senior activities fitness/sports and art/nature, and more than 40 miles of hiker/biker/equestrian trails (PGParks 2014). There are several parks and recreational facilities within the study area for the Greenbelt site.

The nearest park to the Greenbelt site is the Hollywood Recreation Center, located across the Metrorail and CSX rail lines from the site. Planet Fitness, a private gym, is located less than 1 mile south of the site. Springhill Lake Recreation Center is located less than 0.5 mile east of the site. The center offers a basketball court, computer lab, game room, and a gym (City of Greenbelt 2015a). Buddy Attick Lake Park is located approximately 1 mile east of the site and includes a 23-acre lake with a walking path. The park offers picnic areas with tables, grills, and restrooms; a playground; and a basketball court (City of Greenbelt 2015b).

The National Park Service's (NPS') Greenbelt Park is located at 6565 Greenbelt Road, just over 1 mile southeast of the Greenbelt site. This park is open all year round and has 174 camping sites. In addition, Greenbelt Park has four hiking trails and picnic areas (NPS 2015). Berwyn Neighborhood Playground is located approximately 2 miles southwest of the project site and contains a tennis court, basketball court and playground. Lake Artemesia Natural Area and Indian Creek Park and Paint Branch Stream Valley Park are located approximately 1 mile south of the project site and contain a lake, streams sand trails to walk along. Lake Artemesia also contains a fishing dock and sitting areas. Paint Branch Golf Complex is a nine-hole golf course and driving range located approximately 1.2 miles west of the project site. College Park Dog Park is a fenced in off-leash dog park located approximately 1.5 miles southwest of the project site. Cherry Hill Road Recreation Center is a park that contains trails and Little Paint Branch Stream. This park is located 1.3 miles west of the project site. Sunnyside Neighborhood Park is located less than 1 mile northwest of the site, across the Capital Beltway, and contains a skating park, basketball court, playground and greenspaces. Figure 5-15 shows parks that are within a 1-mile radius of the Greenbelt site.

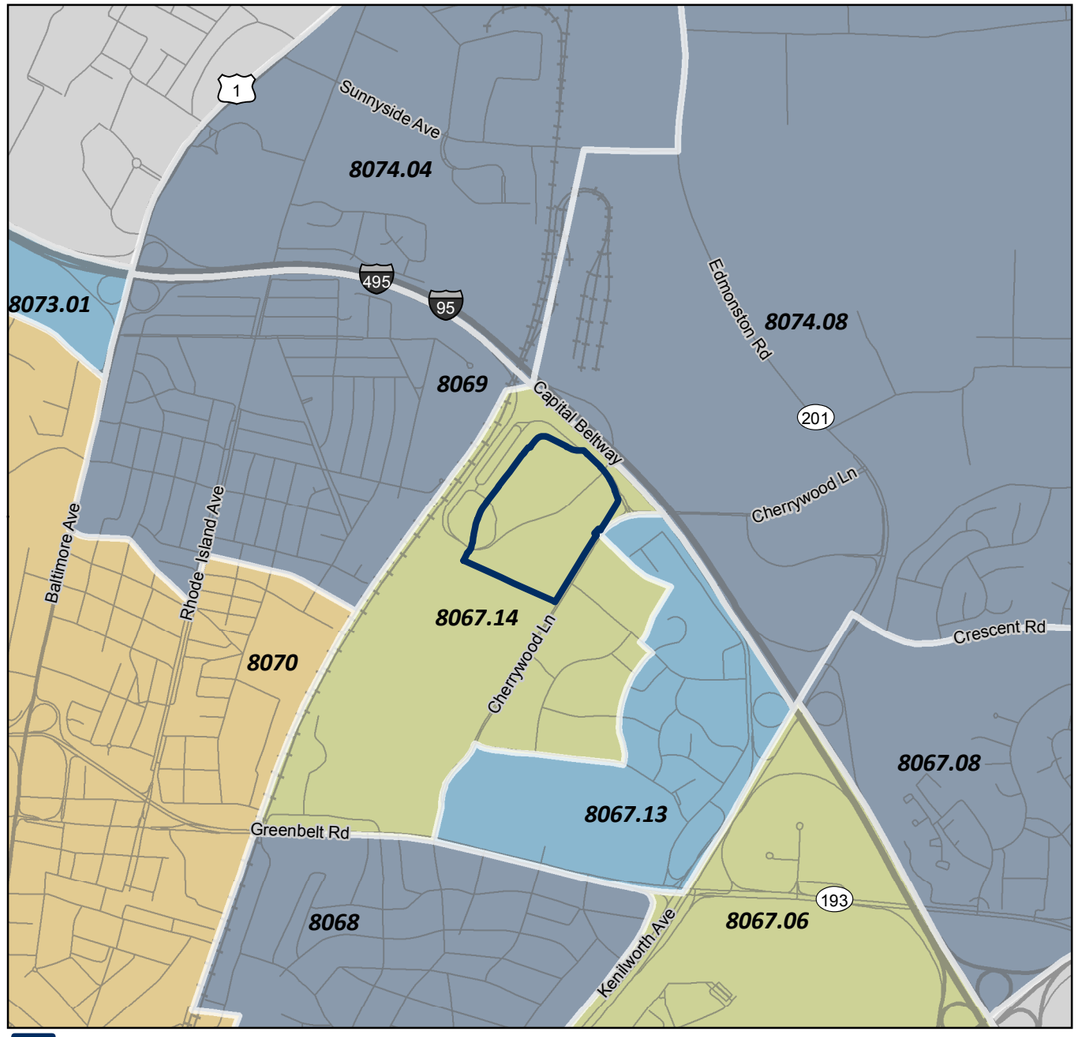
5.1.7.6 *Environmental Justice*

Minority and poverty information for the State of Maryland and Prince George's County are provided earlier in this chapter. In 2013, there were 218 Census tracts in Prince George's County. Ten of these census tracts are located within 1 mile of the Greenbelt site in Prince George's County, Maryland. Of these 10 tracts, three (8067.13, 8070, and 8073.01) reported at least 20 percent of their populations living below the poverty level in 2013. Four census tracts within 1 mile of the Greenbelt site have a minority population that exceeds the minority population of Prince George's County, Maryland, by at least 10 percent. These four census tracts are 8067.06, 8067.13, 8067.14, and 8073.01. Census tracts with minority and impoverished populations within 1 mile of the Greenbelt site in Prince George's County, Maryland, are identified in figure 5-16 (U.S. Census 2013a, 2013e). Details on Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,* are provided in section 3.8.3.3.

5.1.7.7 *Protection of Children*

Children attend schools and childcare centers near the Greenbelt site. The nearest childcare centers to the Greenbelt site are Al-Huda Day Care, USDA Small Wonders, Children's Choice, and the Mentor Learning Center. In addition, there are a number of elementary schools within a 1-mile radius of the Greenbelt site. The nearest schools are Hollywood Elementary School, the Al-Huda School, Springhill Lake Elementary School, Greenbelt Middle School, the Robert Goddard French Immersion School, and Berwyn Christian School. In total there are at least 3,715 children attending schools within 1 mile of the project site (Prince George's County PS 2015; Al-Huda School 2015). This is based on incomplete information as enrollment data was not available for Berwyn Christina School. Children make up approximately 20 and 36 percent of the residents of the Census tracts 8069 and 8067.13, respectively (U.S. Census 2013e). EO 13045, *Protection of Children from Environmental Health and Safety Risk*, is described in in section 3.8.3.3.

Figure 5-16: Greenbelt Sensitive Populations



GREENBELT ENVIRONMENTAL JUSTICE AND PROTECTION OF CHILDREN

- Of the 655 census tracts in the ROI, 10 are located within a mile of the Greenbelt site, and three reported at least 20 percent of their populations living below the poverty level in 2013. Additionally, four of the census tracts within 1 mile of the Greenbelt site have a minority population that exceeds the minority population of Prince George's County, Maryland, by at least 10%.
- The nearest childcare centers to the Greenbelt site are Al-Huda Day Care, USDA Small Wonders, Children's Choice, and the Mentor Learning Center. Schools within a 1-mile radius of the Greenbelt site include Hollywood Elementary School, the Al-Huda School, Springhill Lake Elementary School, Greenbelt Middle School, the Robert Goddard French Immersion School, and Berwyn Christian School.

Table 5-14: Greenbelt Emergency Response Times

Facility	Response Time (In minutes)	Distance from Site (miles)	Description
Fire Station/Emergency Services	3.2	1.3	Branchville Volunteer Fire Company
	3.2	1.3	Branchville Volunteer Fire Company
	3.3	1.5	Berwyn Heights Fire Department
Police Station	4.1	2.2	Barrack Q - College Park Maryland State Police
	4.2	2.1	Greenbelt Police Department
	4.6	2.5	United States Park Police
Hospital	6.3	4.3	Doctors Community Hospital

5.1.8 Public Health and Safety/ Hazardous Materials

The current public health and safety concerns at the Greenbelt site are typical of a suburban environment and transit center, as described in the following sections.

5.1.8.1 Public Health and Safety

The Greenbelt site is located within the Prince George's County Police District 2. The District 2 Station covers approximately 134 square miles with a population of approximately 172,000 residents. The communities served by District 2 include Bowie, Glendale, Greenbelt, Kettering, Largo, Lanham, Mitchellville, New Carrolton, Seabrook, Springdale, Upper Marlboro, and Woodmore. District 2 is divided into two sectors, David and Edward, and the sectors are further divided into individual beats. The City of Greenbelt is protected by Greenbelt Police Station, a subsidiary beat of the District 2 Prince George's County Police. The department employs 54 sworn officers and 15 support personnel who serve a community of approximately 22,000 residents over 6.5 square miles (City of Greenbelt 2015c). The Police Department, at 550 Crescent Road, Greenbelt, is approximately a 1.7 mile drive from the Greenbelt site.

The Greenbelt Metro Station, similar to all WMATA facilities, is patrolled by the Metro Transit Police Department (MTPD). MTPD police officers have jurisdiction and arrest powers throughout the 1,500 square mile transit zone that includes Maryland, Virginia, and the District of Columbia for crimes that occur in or against WMATA facilities. The mission of the MTPD is to provide protection for Metrorail patrons, personnel, transit facilities, and revenue. The MTPD has an authorized strength of 490 sworn police officers, 64 security special police, and 91 civilian personnel. Officers provide a variety of law enforcement and public safety services on the WMATA system in the Washington, D.C., metropolitan area (WMATA 2015).

Prince George's County Fire and Emergency Services is one combined department and consists of seven battalions throughout the county. Battalion 6 serves the site and includes the general vicinity of Laurel, Greenbelt, Beltsville, and Berwyn Heights (City of Greenbelt 2014). The closest fire and emergency services station to the Greenbelt site is the Co. 814, Berwyn Heights Station, located at 8811 60th Avenue, Berwyn Heights, Maryland, which is approximately a 1.5 mile drive from the site. The Co. 814 station includes a fire engine, ambulance, and a rescue squad.

Police and fire/emergency response times to the site are approximately 3 to 4 minutes, as shown in table 5-14.

5.1.8.2 Hazardous Materials

At the request of GSA, a Phase I Environmental Site Assessment for the Greenbelt site was prepared in November 2014 (Louis Berger 2014a). The authors reviewed Federal and state record sources to identify potential sites of environmental concern located within established search distances of up to 1 mile from the site. No Recognized Environmental Conditions were identified at the site. "Recognized Environmental Conditions" refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property. Despite the absence of any Recognized Environmental Conditions at the site, the site assessment concluded that fill material of unknown environmental quality may have been placed at the site for development of the surface parking lot.

The National Priorities List (NPL) is the list of national priorities among known hazardous waste sites in the U.S. and its territories that are eligible for long-term remedial action financed under the Federal Superfund program (USEPA 2015). One NPL site, the USDA BARC, is located adjacent to the Greenbelt site on the north side of the Capital Beltway. No other NPL, delisted NPL, or proposed NPL facilities are located within 1 mile of the site. USDA's initial investigations of the BARC site in 1990, 1991, and 1992 revealed elevated levels of polyaromatic hydrocarbons, several pesticides, PCBs, organic solvents, and a variety of heavy metals in soil, surface water, and sediments. Any contaminated surface water leaving this facility could threaten several creeks and streams, including Indian Creek, which traverses the Greenbelt site. To date, 38 individual contamination sites at the BARC facility have been designated "no further action." The remaining 24 sites are in various stages of study and remediation (Louis Berger 2014a).

The Maryland Department of the Environment's (MDE's) Oil Control Program Cases database contains an inventory of reported leaking storage tank incidents, other below ground releases, leaking above ground storage tanks, spills, and inspections. The causes of the incidents may have been tank test failures, tank failures, or tank overfills and the storage tanks may be either above ground or below ground. The site was not listed on the database; however, 20 other facilities within a 0.5-mile radius of the site appeared on the database. Because all 20 cases are closed, impacts to the site would be unlikely (Louis Berger 2014a).

MDE's Underground Storage Tank database contains registered underground storage tanks that are regulated under Subtitle I of RCRA. The Historical Underground Storage Tank database is a list of facilities that have or had underground storage tanks that are regulated under Subtitle I of RCRA. This database is no longer updated. The Greenbelt site was not identified on any of the databases; however, there were three listings each in both databases that were located within 0.25 mile of the site. Based on case status, tank status (removed or permanently out of use), and/or absence of reported releases, it is unlikely that any of these facilities would have potential to impact the site (Louis Berger 2014a).

No brownfields were identified within a 0.5-mile radius of the site. Additionally, investigation of the site history as part of the Phase I Environmental Site Assessment concluded that asbestos-containing building materials and lead-based paint are unlikely to have ever been present at the site (Louis Berger 2014a).

BROWNFIELD

The expansion, redevelopment, or reuse of real property which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. (Public Law 107-118 (H.R. 2869) - "Small Business Liability Relief and Brownfields Revitalization Act")

NATIONAL PRIORITIES LIST

The NPL is the list of national priorities among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the U.S. and its territories.

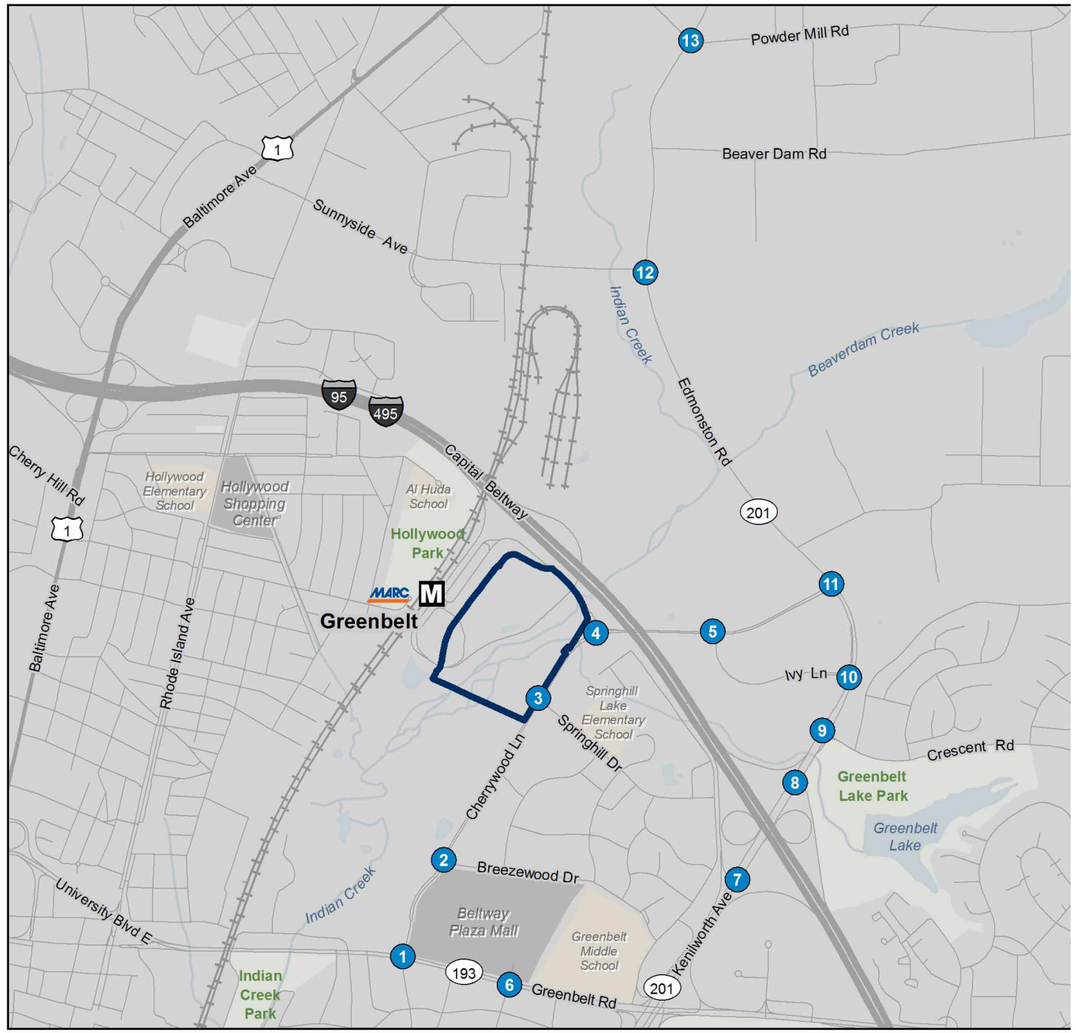
GREENBELT PUBLIC HEALTH AND SAFETY/HAZARDOUS MATERIALS

- The Greenbelt site is located within the Prince George's County Police District 2, which covers approximately 134 square miles with a population of approximately 172,000 residents.
- Prince George's County Fire and Emergency Services Battalion 6 serves the site and includes the general vicinity of Laurel, Greenbelt, Beltsville, and Berwyn Heights. The closest station to the Greenbelt site is the Co. 814, Berwyn Heights Station.
- Police and fire/emergency response times to the Greenbelt site are approximately 3 to 4 minutes.
- There are no "Recognized Environmental Conditions" identified at the site. However, despite the absence of any Recognized Environmental Conditions at the site, a site assessment performed by Louis Berger concluded that fill material of unknown environmental quality may have been placed at the site for development of the surface parking lot.
- The closest NPL site to the Greenbelt site is the USDA BARC, located adjacent to the site on the north side of the Capital Beltway.

RECOGNIZED ENVIRONMENTAL CONDITIONS

Recognized Environmental Conditions refers to the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property.

Figure 5-17: Greenbelt Transportation Study Intersections



5.1.9 Transportation

The following sections describe the affected environment for the Greenbelt site, and provide a summary of existing transportation conditions in the study area as of May 2015.

5.1.9.1 Study Area Description

The larger vehicular transportation study area, as shown in figure 5-17, is generally bounded by the CSX and Metrorail lines on the west of the site, Greenbelt Road (MD 193) to the south, Edmonston Road (MD 201) on the east, and Cherrywood Lane and Greenbelt Metro Drive to the north. Two additional intersections are studied to the north of this described area, extending north to Edmonston Road (MD 201). Section 3.10.1 contains the methodology used to select the appropriate vehicular and other transportation mode study area. The study area only includes selected intersections, but it does not have a clearly defined study boundary; it was established in consultation with M-NCPPC, City of Greenbelt, and Maryland State Highway Administration (Maryland SHA) and includes a total of 13 intersections for the Existing Condition analysis.

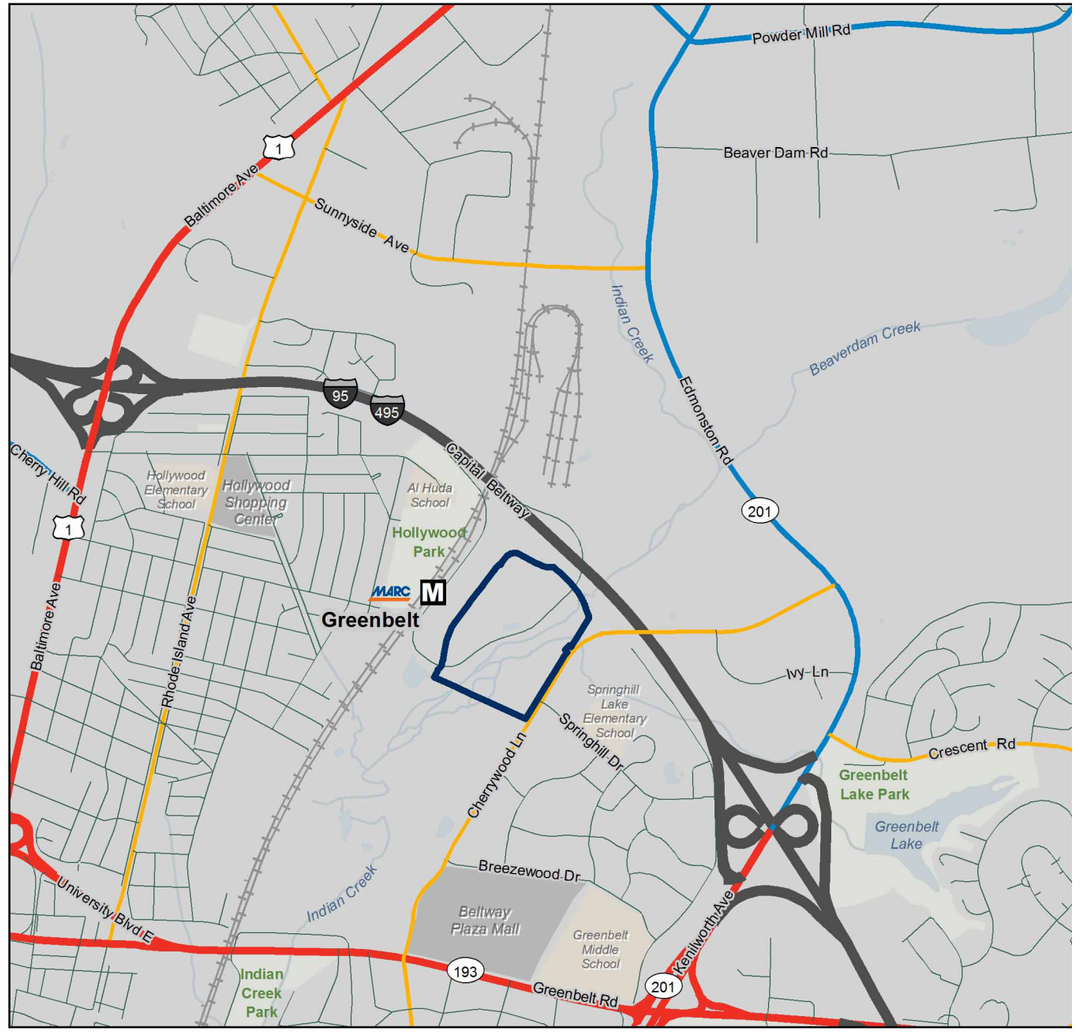
5.1.9.2 *Project Area Accessibility and Roadway Functional Classification*

The Greenbelt site is primarily accessed by Cherrywood Lane and the Capital Beltway (also known as I-495 and I-95 at this location), both of which lie east and north of the parcel, respectively. The Capital Beltway is classified as an interstate within the Maryland roadway hierarchy, according to Maryland SHA, and provides direct inbound access to the site via the I-495 south/eastbound ramp and outbound access to I-495 via the I-495 north/westbound ramp. The Greenbelt site does not have inbound access from I-495 north or outbound access from I-495 south, therefore points south of Greenbelt must access the site via local arterial and collector roadways, typically after exiting at the I-495/MD 201 Interchange just south of the site. Cherrywood Lane provides north-south access to Kenilworth Avenue/Edmonston Road (MD 201) to the north and Greenbelt Road (MD 193) to the south.

The Greenbelt site is also accessible by transit including Metrorail, regional rail, local bus, intercity bus, and several shuttles, as well as carsharing services. The Greenbelt site is also accessible by wide sidewalks along parts of Greenbelt Metro Drive, as well as served by study area sidewalks located on Cherrywood Lane, Ivy Lane, along some of the residential streets to the northwest and southeast of the Greenbelt site, and on Greenbelt Road. Some bicycle facilities exist in the study area supporting the site including bike lanes that traverse Rhode Island Avenue and parts of Cherrywood Lane, as well as a mixed-use path along Greenbelt Metro Drive.

The roadway functional hierarchy classifications within the study area according to Maryland SHA are shown in figure 5-18 (2014a). The functional classification is the process by which public streets and highways are grouped into classes according to the character of service they are intended to provide. Interstates, freeways, and expressways provide the highest LOS at the greatest speed for the longest uninterrupted distance, followed by principal arterials, minor arterials, collector roads, and finally local roads. The primary interstate within the study area providing regional access is I-495. The study area includes several arterials, Kenilworth Avenue or Edmonston Road (MD 201) and Greenbelt Road (MD 193), as well as Route 1 (Baltimore Avenue) to the west of the study area and Powder Mill Road at the northern edge of the study area. In addition to Cherrywood Lane, Rhode Island Avenue, Sunnyside Avenue, and Crescent Road are also classified as collector roadways that collect traffic from local roads and connect then with arterials. Local roadways in the study area include Greenbelt Metro Drive, Breezewood Drive, Springhill Drive, and Ivy Lane.

Figure 5-18: Greenbelt Roadway Hierarchy and Classification



Sources:
ESRI (2013), GSA (2013)

5.1.9.3 Roadway Descriptions

The following section describes the roadways within the study area, including the roadway classification (arterials, collectors, local roads, etc.) assigned by Maryland SHA in their latest roadway functional classification from 2013, the number of lanes in each direction, the latest annual average daily traffic (AADT) volumes (12-months of traffic volumes averaged) available from Maryland SHA from 2013, and any noteworthy characteristics such as the roadway's role within the transportation network and if bike lanes are present. The information was collected from Maryland SHA's 2013 Functional Class GIS data (Maryland SHA 2014a), observations in the field, aerial imagery, and Maryland SHA's AADTs of stations for the years 2007-2013 (Maryland SHA 2014b).

Capital Beltway, also known as I-495 and I-95 in Greenbelt, travels northeast of the study area, and forms a circle around Washington, D.C. It is a two-way roadway that is classified by Maryland SHA as an interstate (2014a). The roadway is northwest-southeast oriented at the location of the Greenbelt site and connects Maryland to Virginia. The roadway ranges between four to six lanes in each of the northbound and southbound directions. In the vicinity of the Greenbelt parcel, the Capital Beltway connects to Greenbelt Metro Drive, Baltimore Avenue/U.S. Route 1 (a principle arterial), and Kenilworth Avenue (also an arterial road). The Capital Beltway serves as a major regional and commuter route between Maryland, Virginia, and Washington, D.C. The Capital Beltway speed limit is 55 miles per hour (mph). In 2013, the AADT for the Capital Beltway when traversing through the study area was 216,900 vehicles (Maryland SHA 2014b).

Cherrywood Lane is a southwest–northeast oriented roadway that is classified by Maryland SHA as a major collector road (2014a). The road connects to Greenbelt Metro Drive, and travels over the Capital Beltway, but does not connect to it. The road travels from Greenbelt Road on the southwest side of the site northeast towards Edmonston Road (MD 201). In addition this road connects to secondary residential roadways such as Breezewood Drive, Cherrywood Court, and Springhill Drive. The road varies between one lane in each direction near the Greenbelt site to two lanes in each direction near its ends points with Edmonston Road and Greenbelt Road. The roadway has a shared center left turn lane and striped median along most of its length in the study area with periodic on-street parking on the eastern (northbound) side of the street. Cherrywood Lane has a speed limit of 30 mph south of Springhill Drive and 35 mph north of Springhill Drive. According to Maryland SHA, the AADT for Cherrywood Lane in 2013 was 8,500 vehicles (Maryland SHA 2014b). Cherrywood Lane also has bicycle lanes on either side of the street between Edmonston Road to the north and Breezewood Drive to the south.

Rhode Island Avenue is north-south oriented, and is classified as a major collector roadway by Maryland SHA (2014a). Within the study area the road connects to Greenbelt Road/University Boulevard East (MD 193) on the south, but does not connect to the Capital Beltway further north. There is one through lane of traffic in each direction with access roads bordering the perimeter from start to finish. Rhode Island Avenue serves as a connector to residential neighborhoods in Hollywood, a subsidiary neighborhood of Greenbelt. Rhode Island Avenue also has a bike path that travels along the road in both directions throughout most of the study area. The speed limit of Rhode Island Avenue in the study area varies between 30 and 35 mph. In 2013, the AADT for Rhode Island Avenue traversing through greenbelt was 17,200 vehicles (Maryland SHA 2014b).

Edmonston Road / Kenilworth Avenue (MD 201) travels southwest to northeast and connects to both the Capital Beltway and Greenbelt Road. The roadway contains two to three through lanes in each direction, but north of Cherrywood Lane the road eventually becomes one through lane in each direction. The roadway is classified by Maryland SHA as a minor arterial road north of I-495 and a principal arterial road south of I-495 (2014a). The roadway has a speed limit of 40 mph within the study area. In 2013, on Kenilworth Avenue from Greenbelt Road (MD 193) to I-95 the AADT was 43,981 vehicles, whereas from I-95 to Sunnyside Avenue, the 2013 AADT was 32,800 vehicles (Maryland SHA 2014b).

Greenbelt Road (MD 193) is east-west oriented and is classified by Maryland SHA as a principal arterial road (2014a). The roadway is a section of MD 193 and contains both commercial and residential development. The roadway has three through lanes in each direction, additional left turn lanes periodically, and a protected median. Greenbelt Road connects to Baltimore Avenue (U.S. Route 1) and Rhode Island Avenue on the west side and Kenilworth Avenue (MD 202) on the east side. Greenbelt Road has a speed limit of 40 mph through the study area. In 2013, the AADT on Greenbelt Road was 16,600 vehicles (Maryland SHA 2014b).

Greenbelt Metro Drive is currently classified by Maryland SHA as a local roadway (2014a). This roadway provides access to the Greenbelt site and the Greenbelt Metro Station and parking lot. The road is accessed by Cherrywood Lane. The roadway has one through lane in each direction. Greenbelt Metro Drive has a speed limit of 30 mph.

Ivy Lane is classified by Maryland SHA as a local road (2014a). This roadway has a curvilinear shape that connects Cherrywood Lane to Edmonston Road (MD 201). Ivy Lane primarily has one lane in each direction with a shared center left turn lane. The roadway has a speed limit of 30 mph. Ivy Lane also has bicycle lanes on both sides of the street.

Breezewood Drive is classified by Maryland SHA as a local road (2014a). The roadway is east-west oriented and contains one through lane going in each direction. The road has on-street parking except at intersections, where the curb narrows the physical roadway width. The roadway serves residential development and connects to other residential roadways such as Cherrywood Terrace, Springhill Lane, and Edmonston Terrace. Breezewood Drive feeds traffic onto Cherrywood Lane which is the main roadway connector to other non-residential areas. Breezewood Drive has a speed limit of 25 mph.

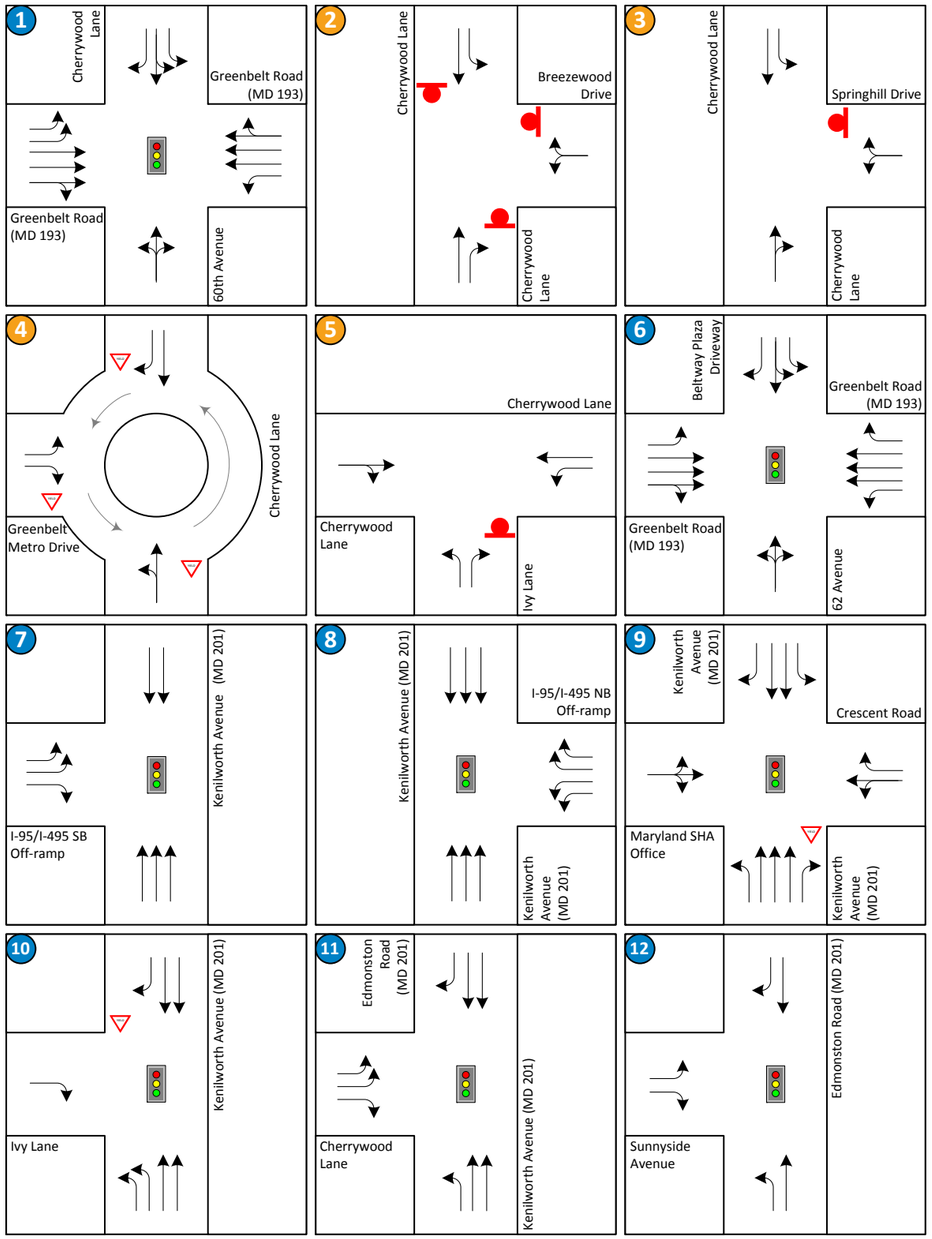
Springhill Drive is classified by Maryland SHA as a local road (2014a). The roadway is generally northeast- southwest oriented, primarily serves residential neighborhoods and an elementary school, and connects to other roadways such as Springhill Lane, Cherrywood Terrace, and Springhill Court. The roadway has some on-street parking along designated stretches except during school hours on school days. Springhill Drive feeds local traffic onto Cherrywood Lane, the main roadway connector to other non-residential areas. Springhill Drive has a speed limit of 25 mph, although some sections have a 15 mph speed limit when lights are flashing because of the adjacent elementary school.

Powder Mill Road, also known as MD 212, is an east-west oriented road that is classified as a minor arterial roadway by Maryland SHA (2014a). The road connects to Old Gunpowder Road and Baltimore Avenue (U.S. Route 1) to the west, and the Baltimore-Washington Parkway and Laurel Bowie Road (MD 197) to the east. The roadway has one lane in each direction, with intermediary left and right turn lanes towards its east side at intersections. The speed limit for Powder Mill Road is 35 mph as it crosses through the study area. In 2013, the AADT for Powder Mill Road, traversing through Greenbelt, was 19,200 vehicles (Maryland SHA 2014b).

Sunnyside Avenue is an east-west oriented road that is classified as a collector roadway by Maryland SHA (2014a). The road connects Baltimore Avenue (U.S. Route 1) and Rhode Island Avenue to Edmonston Road. The roadway has two lanes in each direction for a majority of its length; however, on the east side of the road where it intersects Edmonston Road there is one lane in each direction. Where Sunnyside Avenue has two lanes in each direction on its western end, the road also has periodic left turn lanes and pedestrian sidewalks on both sides. The speed limit for Sunnyside Avenue is 30 mph. In 2013, the AADT for Sunnyside Avenue was 8,900 (Maryland SHA 2014b).

As part of the field data collected, a detailed inventory of the lane geometry was conducted through field reconnaissance and a study of aerial imagery. Based on this information, the existing lane geometry and traffic control type (signalized or unsignalized) of intersections in the study area is shown in figure 5-19.

Figure 5-19: Greenbelt Existing Lane Geometry and Traffic Control Type



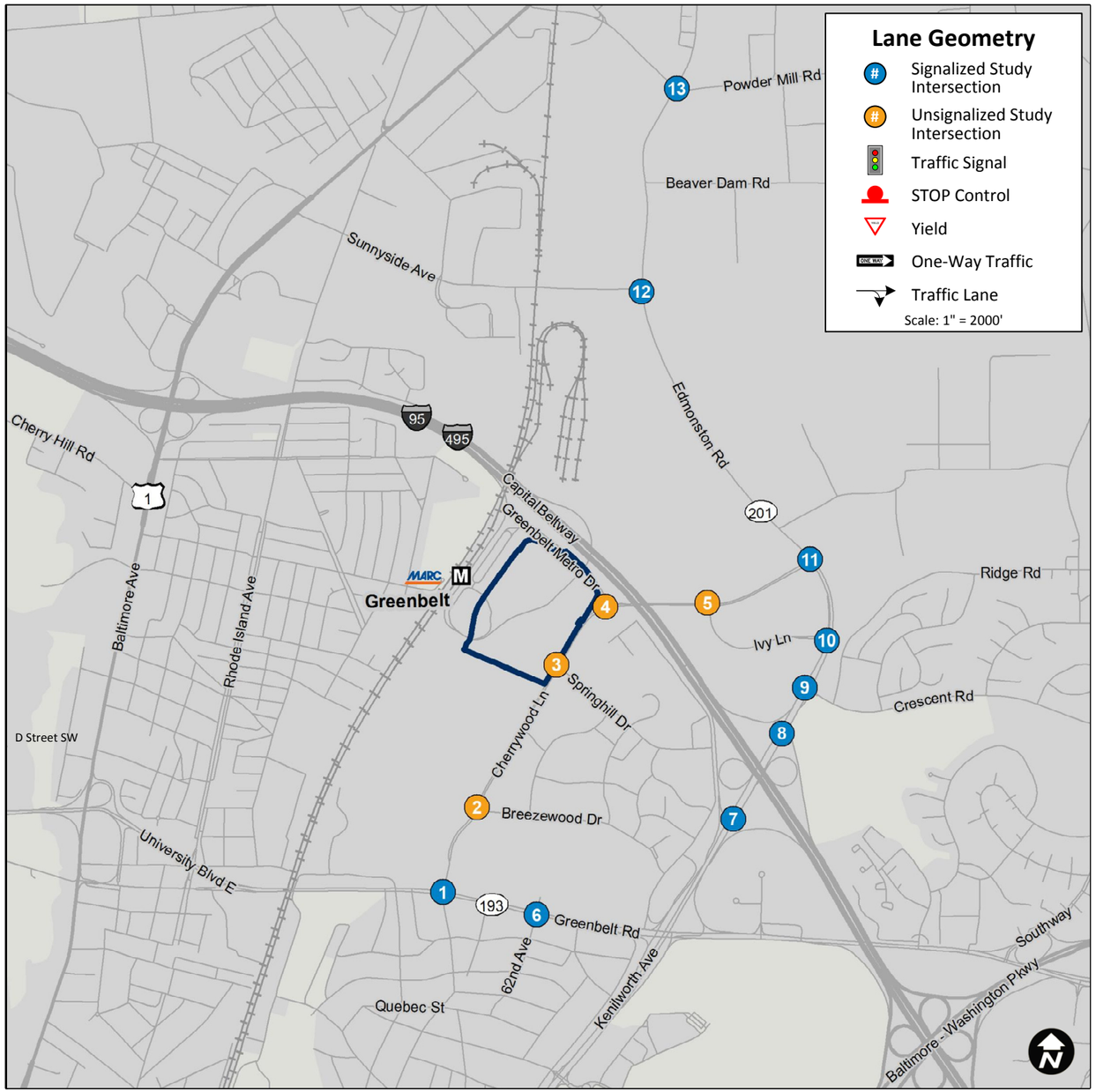
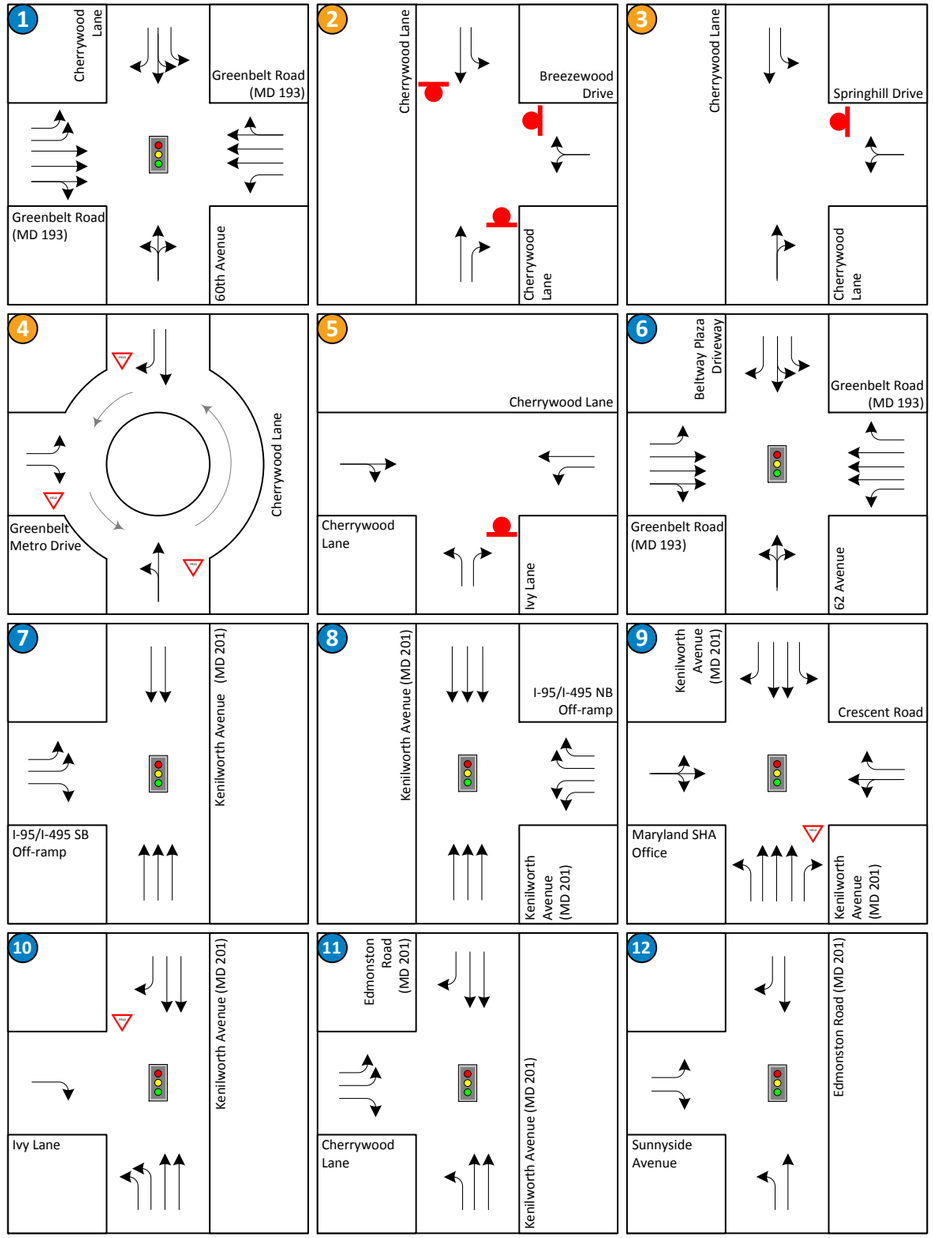


Figure 5-19: Existing Lane Geometry and Traffic Control Type (continued)



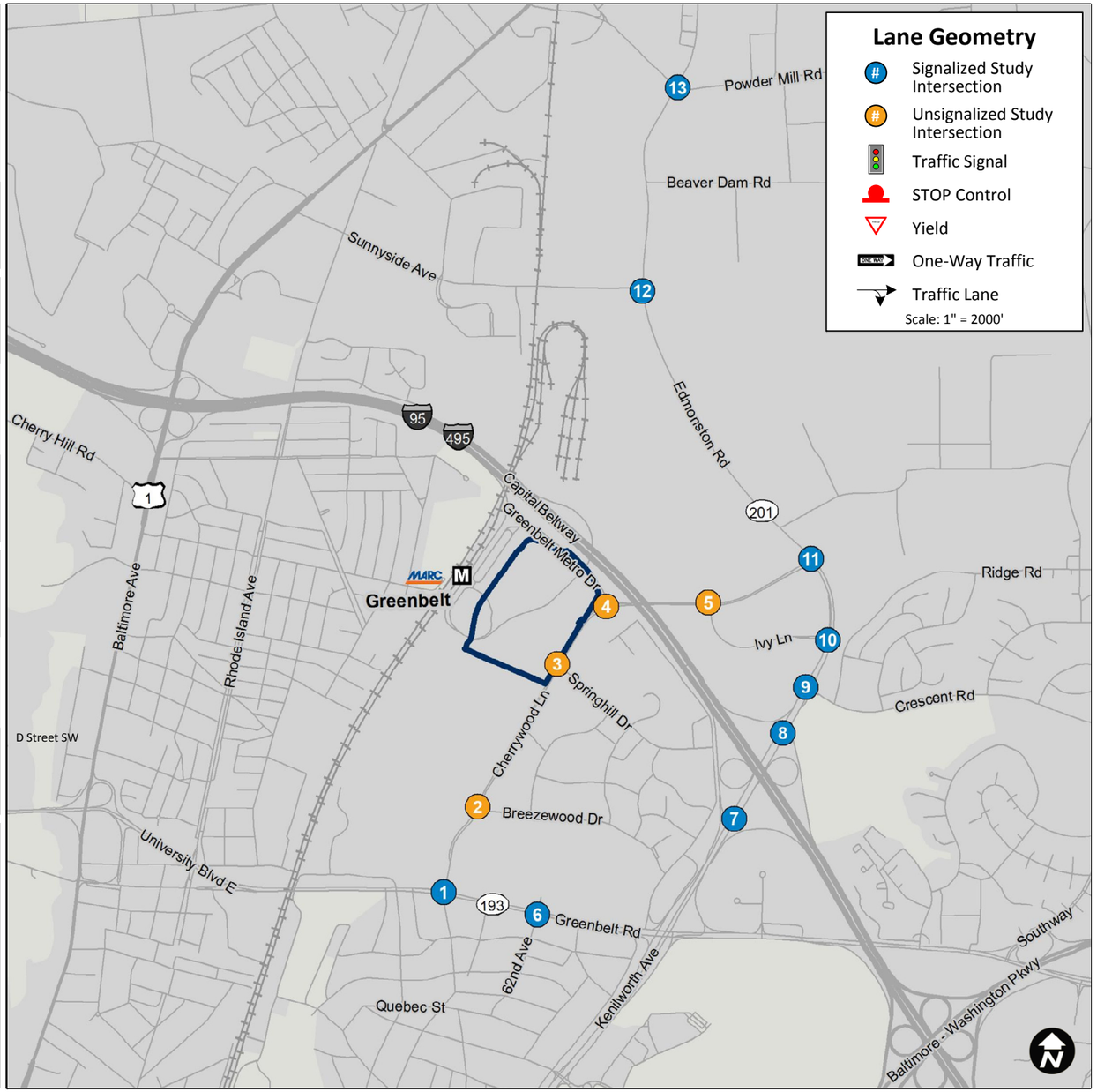


Figure 5-20: Greenbelt Intersection (Arterial) Cumulative AM Volumes

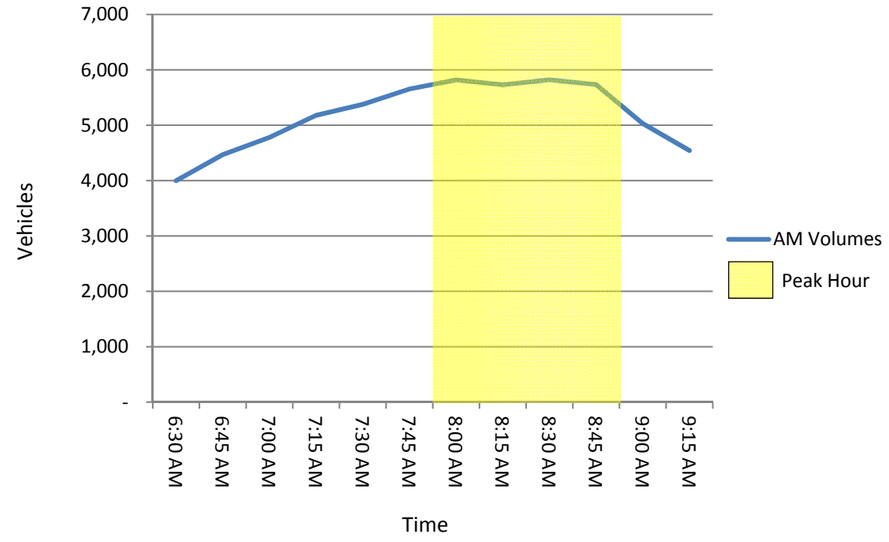
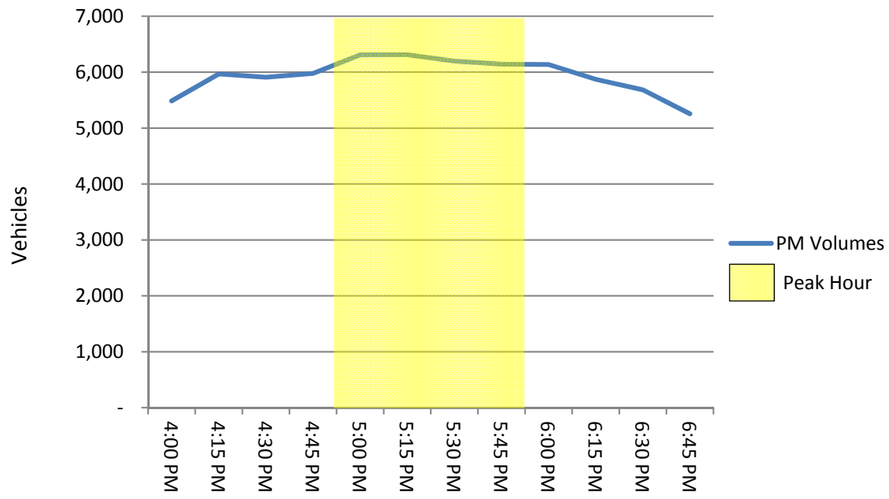


Figure 5-21: Greenbelt Intersection (Arterial) Cumulative PM Volume



5.1.9.4 Data Collection

Section 3.10.4.1 provides an overview of all data collected as part of the study. After examining the count collection data for the study area, the peak AM and PM traffic hours were determined for both the arterial transportation system, using intersection counts, and the interstate system, using Automated Traffic Recorders (ATRs) for the mainlines and a combination of ATR and intersection counts for the ramps. These peak hours are shown in yellow bands on the charts in figures 5-20 through 5-22. The cumulative turning movement volumes for all study area intersections are shown in a blue line. The determination of a peak hour relied on the arterial system peak hour because the arterial system would be most impacted by the addition of a consolidated FBI HQ facility. In addition, the interstate system morning peak hour is within 15 minutes of the arterial system and afternoon flows remain near the peak through the arterial system peak hour. The overall weekday AM peak hour occurs between 7:45 AM and 8:45 AM, and the weekday PM peak hour occurs between 5:00 PM and 6:00 PM. Figure 5-23 shows the existing AM and PM weekday peak hour turning movement volumes occurring in the study area.

Figure 5-22: Greenbelt Interstate Volumes

Figure 5-23: Greenbelt Existing AM and PM Peak Hour Turning Movement Volumes

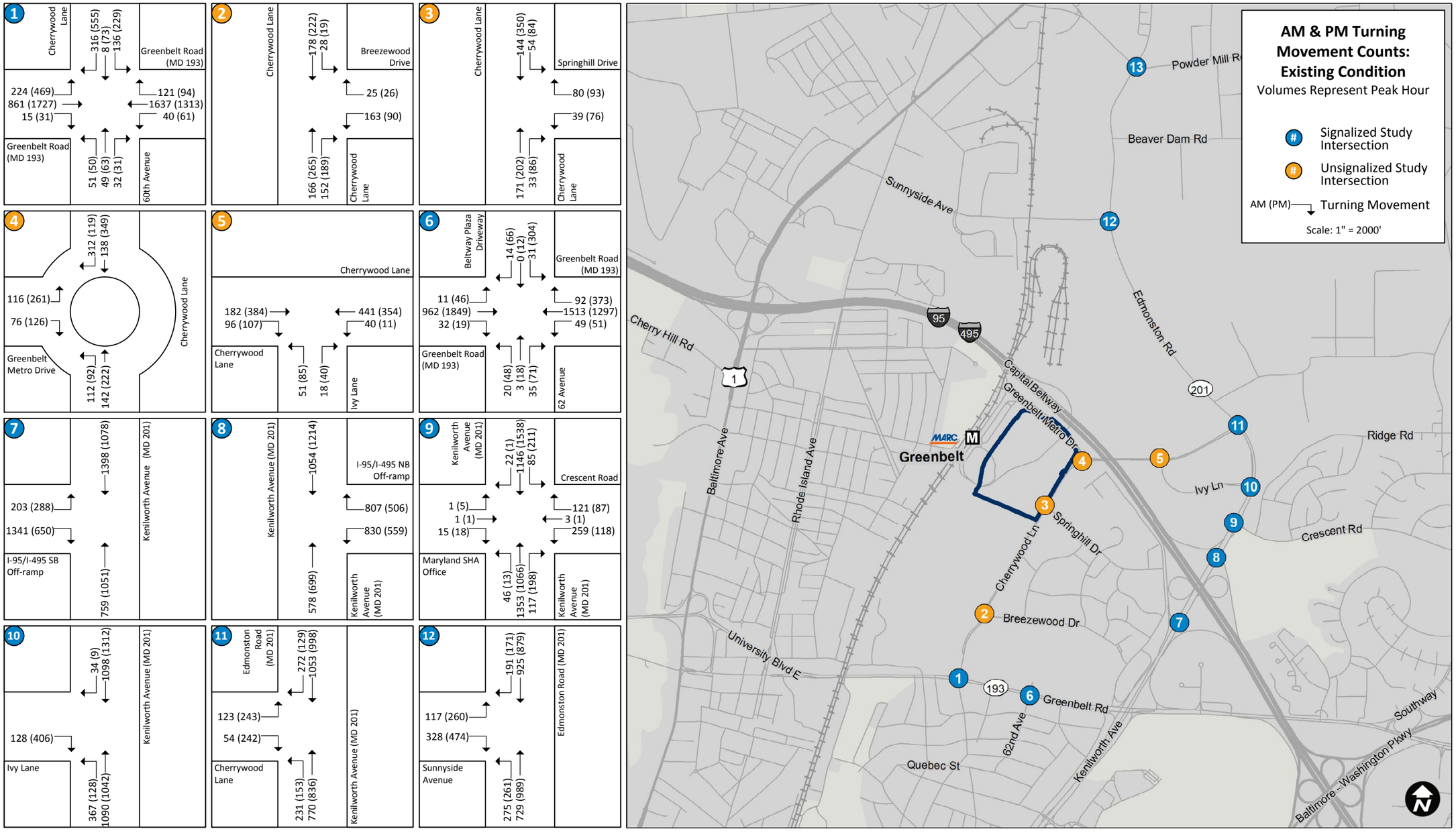
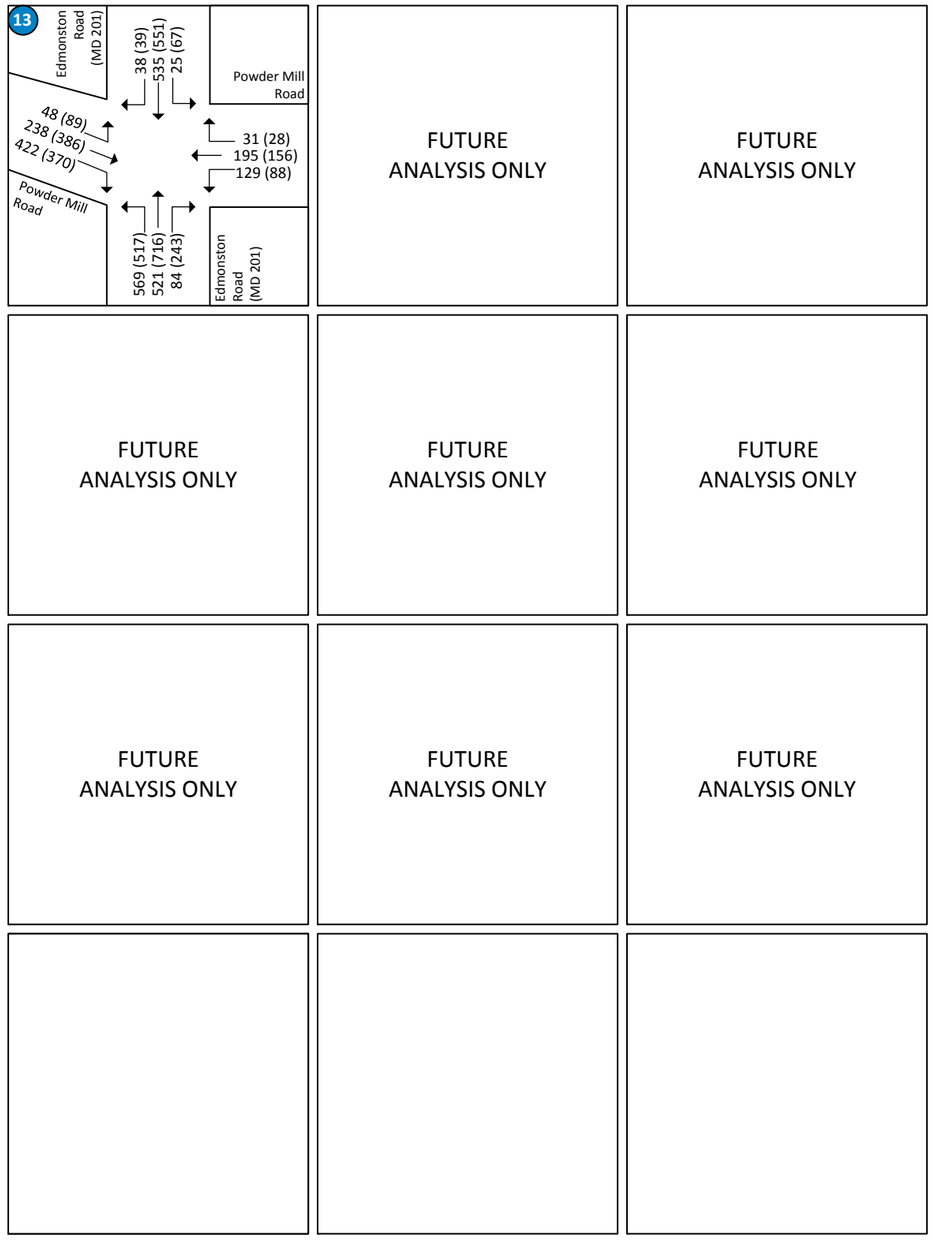
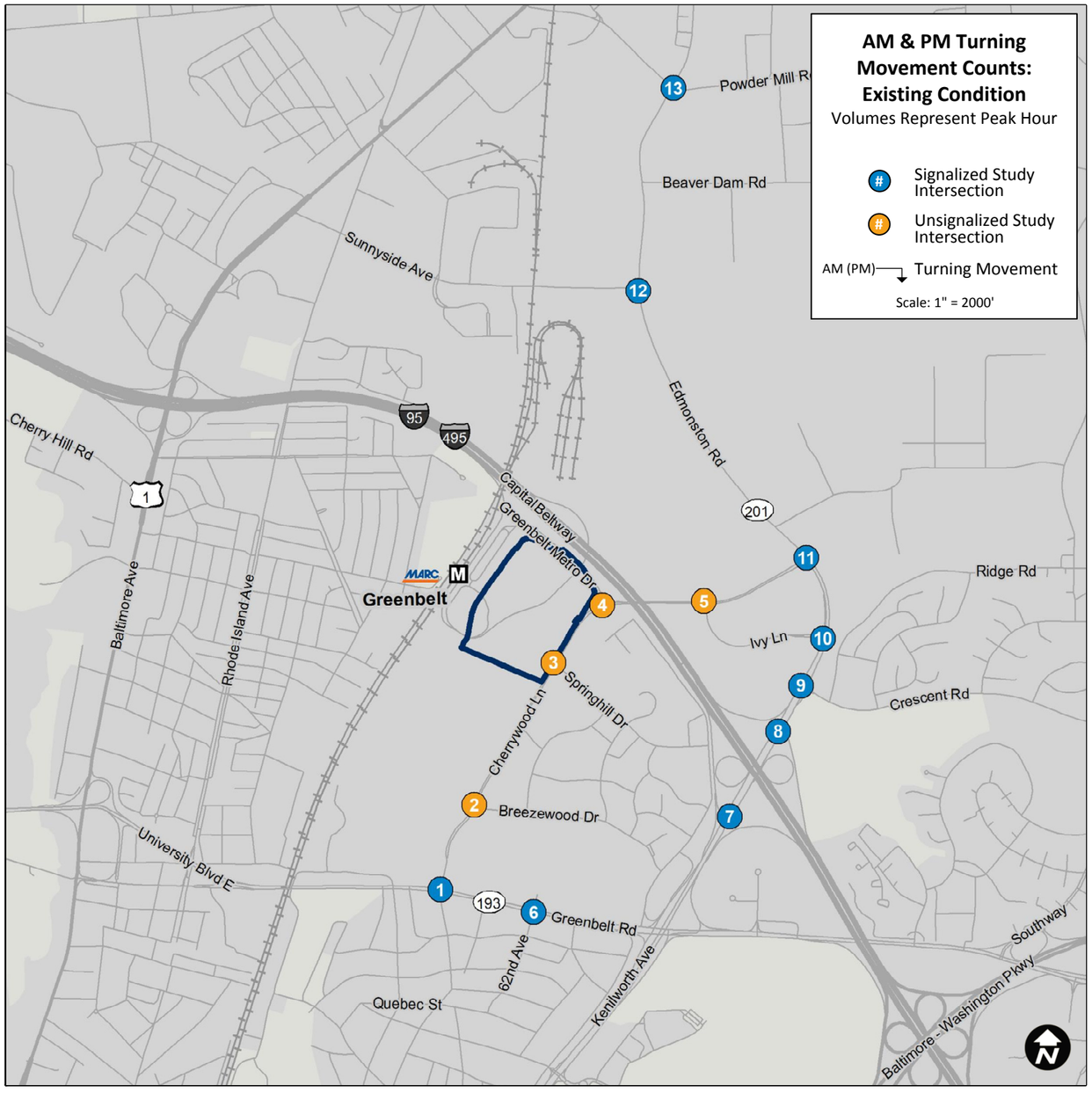


Figure 5-23: Greenbelt Existing AM and PM Peak Hour Turning Movement Volumes (continued)

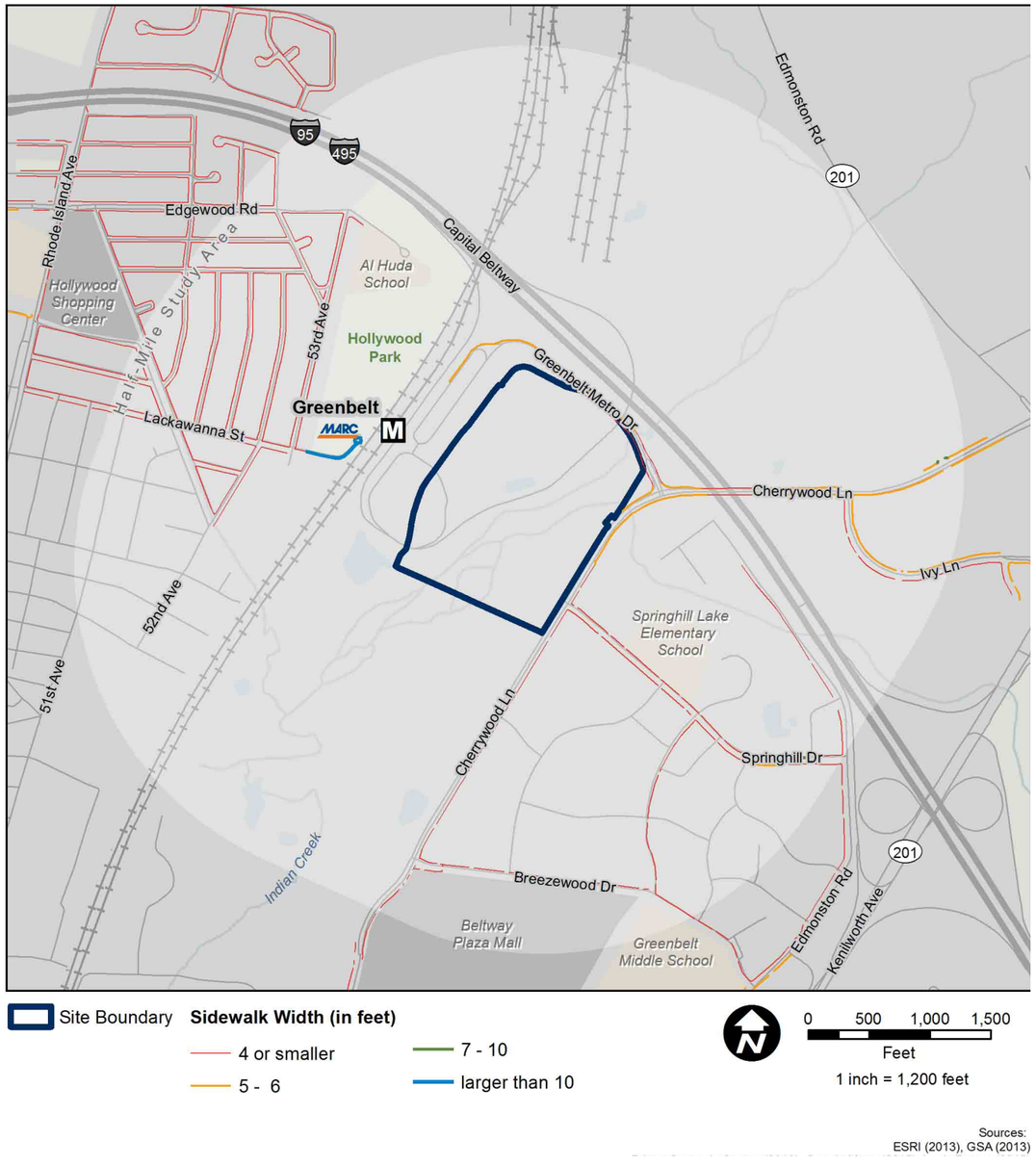




GREENBELT PEDESTRIAN NETWORK AND ADA COMPLIANCE

- Basic sidewalk accommodations are provided on most streets in a 0.5-mile radius of the Greenbelt site, including along Greenbelt Metro Drive and Cherrywood Lane where the sidewalks appear to be well maintained.
- The origins and destinations of pedestrian trips in the project area are primarily a mix of residential and transportation oriented.
- The intersections within a 0.5 mile radius of the site are not Americans with Disabilities Act (ADA) compliant, except for the intersection of Greenbelt Metro Drive and Cherrywood Lane, now a roundabout, which was recently improved to meet all ADA regulations.

Figure 5-24: Greenbelt Existing Pedestrian Network



5.1.9.5 Pedestrian Network

Basic sidewalk accommodations are provided on most streets in the 0.5-mile radius non-vehicular study area, particularly along Greenbelt Metro Drive and Cherrywood Lane where the sidewalks appear to be well maintained, but the quality of the sidewalks may not support moderate usage due to issues with width and/or accessibility compliance at intersections. Pedestrian accommodations within 0.5-mile of the Greenbelt site are shown in figure 5-24.

Sidewalk Description and Pedestrian Activity

Sidewalks are provided along a majority of roads throughout the study area, including Greenbelt Metro Drive, Cherrywood Lane, and along the residential streets in the neighborhoods to the northwest and southeast of the site. There are sections of road along Cherrywood Lane that do not have walkways on one or both sides of the roadway, but at least one side of the roadway has a sidewalk between Ivy Lane, north of the site, and Greenbelt Road, south of the site.

The intersections of Cherrywood Lane that intersect with Breezewood Drive, Springhill Drive, and Ivy Lane provide crosswalks parallel to Cherrywood Lane, but no pedestrian signals. Minimal crosswalks across Cherrywood Lane are provided in the study area, with the primary crossing at the intersection of Cherrywood Lane and Greenbelt Metro Drive and one each east and west of that intersection, for the U.S. District Court facility and a Metrobus stop, respectively. Along the length of Greenbelt Metro Drive there is only one pedestrian crossing location near the Metro Station for the Kiss & Ride and short-term parking area.

The origins and destinations of pedestrian trips in the study area are primarily a mix of residential and transportation oriented. Within the nearby neighborhoods, there are additional pedestrian trips to various land uses in the neighborhood including schools, recreation amenities, and small retail establishments. The Beltway Plaza Mall is located south of the Greenbelt site and receives localized foot traffic from the surrounding residential regions throughout the day. Throughout the residential sites surrounding the Greenbelt site, there are bus stops for the local bus routes as well as stops for a private resident shuttle to the Greenbelt Metro Station and a UMD shuttle bus for Franklin Park (Franklin Park at Greenbelt Station 2012). The immediate vicinity of the Greenbelt site has a moderate amount of foot traffic due to the adjacent Greenbelt Metro Station.

Commonly used walkways around the Greenbelt site include paths used to navigate to the Greenbelt Metro Station, including Greenbelt Metro Drive and the residential Lackawanna Street. A walkway extension that leads to the Greenbelt Metro Station via a pedestrian tunnel underneath the Metrorail and CSX rail lines connects Lackawanna Street and the Hollywood neighborhood with the Greenbelt Metro Station.

In addition to those places where the sidewalk network is fragmented or not accommodated, the Metrorail and rail tracks and wide expanses of parking and parkland on the site divide the area and make non-motorized transportation difficult. Overall the sidewalks in the study area are in decent condition, but there are a few areas within the study area that lack connecting walkways at intersections and sidewalks that are not the recommended minimum width of 5.0 feet wide (FHWA 2006).

ADA Compliance

Refer to section 3.10.4.3 for the Americans with Disabilities Act (ADA) compliance guidelines. The intersection of Greenbelt Metro Drive and Cherrywood Lane, now a roundabout, was recently improved and meets all ADA regulations but does not provide pedestrian crossings on the eastern side of the roundabout. The remaining intersections that have pedestrian facilities such as crosswalks, ramps, and signs/signals) are not ADA compliant (USDOJ 2007).

The minimum sidewalk width recommendation, as determined by FHWA, is met within most of the study area. However, residential community sidewalks, including all sidewalks within Hollywood Park, Cherrywood Lane, Breezewood Drive, and Springhill Lane, were less than 5.0 feet. Because many of the sidewalks narrower than 5.0 feet wide do not have these turn-around locations, they are also not ADA compliant.

GREENBELT BICYCLE NETWORK

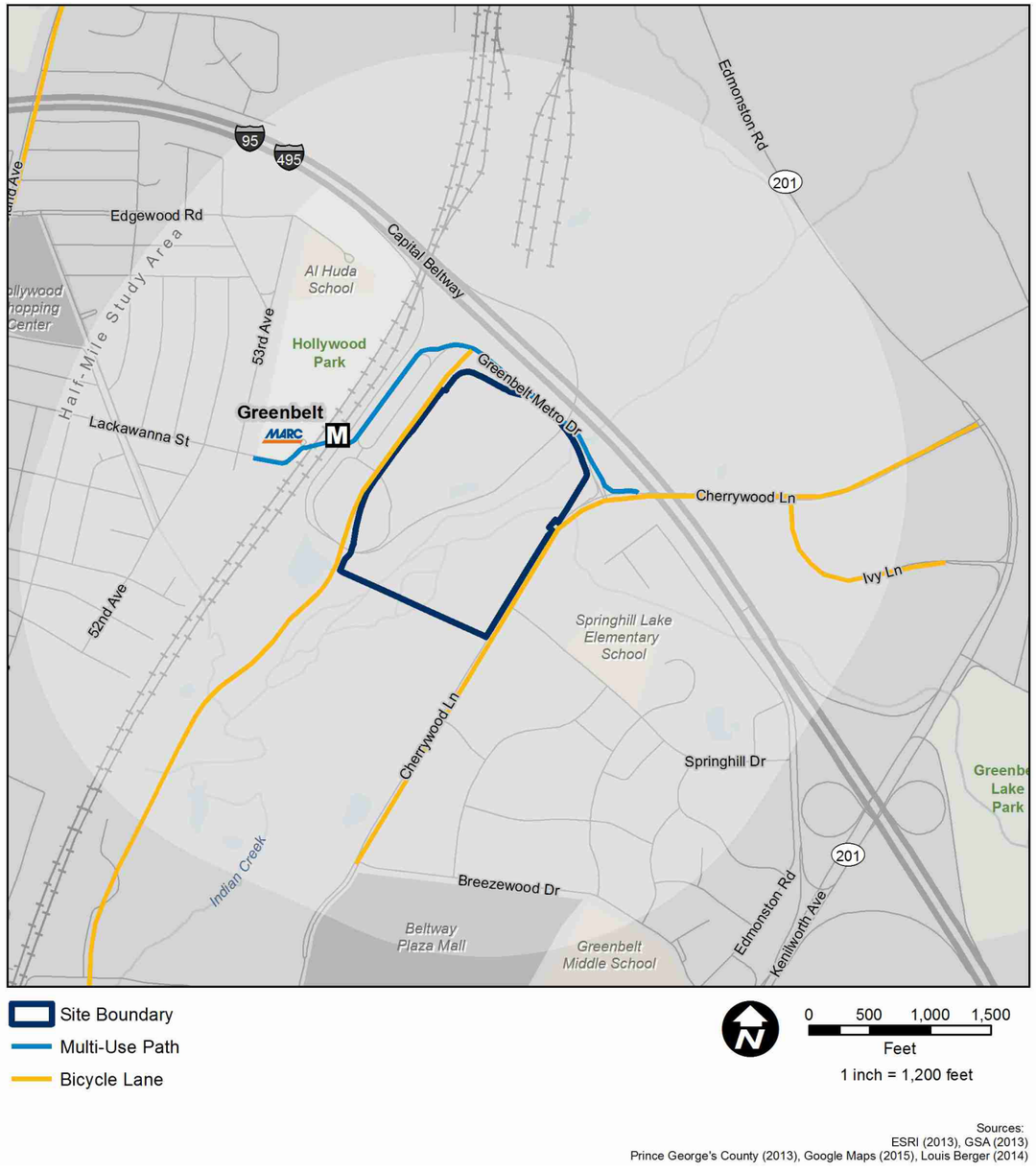
- There are several multi-use paths and roadways with bicycle accommodations in the Greenbelt study area, including bicycle lanes on Cherrywood Lane and Ivy Lane and multi-use paths along Greenbelt Metro Drive and a small section of Lackawanna Street.

Table 5-15: Bicycle Facilities in the Greenbelt Site Study Area

Name	To/From	Type
Cherrywood Lane	Edmonston Road to Breezewood Drive	Bicycle Lanes
Ivy Lane	From Cherrywood Lane to Turner Place	Bicycle Lanes
Greenbelt Metro Drive	From Cherrywood Lane to Greenbelt Metro Station	Multi-Use Path
Lackawanna Street Connector	From Lackawanna Street to Greenbelt Metro Station	Multi-Use Path

Source: Site Visit (December 19, 2014); Google Maps

Figure 5-25: Bicycle Facilities in the Greenbelt Study Area



5.1.9.6 Bicycle Network

There are several multi-use paths and roadways with bicycle accommodations in the Greenbelt study area (see table 5-15 and figure 5-25). Cherrywood Lane and Ivy Lane both have bicycle lanes, although they do not run the full length of the roadways. Greenbelt Metro Drive has a multi-use path along its northern side leading to the Greenbelt Metro Station, and an additional multi-use path connects Lackawanna Drive with the Greenbelt Maryland Area Regional Commuter (MARC) station and adjacent Greenbelt Metro Station from the west. There is no bikeshare service in the non-vehicular study area.

However, there are bicycle lanes just beyond the study area along Rhode Island Avenue between Paducah Road (two blocks north of the road's intersection with I-495) and MD 193 (University Boulevard) and intermittent bicycle lanes between Paducah Road and Sunnyside Avenue as shown on figure 5-25. There are also several multi-use paths just outside the study area including the Indian Creek Trail to the south, the College Park Trolley Trail (south of MD 193), and the Paint Branch Trail (west of Rhode Island Avenue).

5.1.9.7 Public Transit

This section describes the Existing Condition of Metrorail, rail, local and commuter bus, shuttles, ridesharing (slugging), and carsharing within the Greenbelt study area. The main transit hub in the study area is the Greenbelt Metro Station, adjacent to the Greenbelt site, which collectively consists of the Greenbelt Metro Station and parking lot, the MARC station, and the bus stops at the Greenbelt Metro Station served by various providers.

Greenbelt Metro Station

The WMATA Metrorail Green line serves the Greenbelt Metro Station during all operating hours, and the Yellow line serves the station during peak periods, as shown in figure 5-26.

Greenbelt Metro Station Frequency of Service

During peak periods, a Green line train serves the Greenbelt Metro Station every 6 minutes and a Yellow line train every 10 minutes, effectively making the wait time for a train only 4 minutes, 16 trains arriving hour (WMATA 2014a). During midday and evening hours, trains serve the station every 12 minutes, but after 9:30 PM, trains serve the station every 20 minutes. On weekends, Green line trains serve the station every 12 to 20 minutes. Table 5-16 summarizes frequencies and spans of service by line at Greenbelt Metro Station.

Greenbelt Metro Station Ridership

Ridership details for Greenbelt Metro Station were obtained from WMATA for October 2014 (WMATA 2014b). Average weekday boardings (entries) at the station during this period totaled 6,098 passengers, and average weekday alightings (exits) totaled 6,031.

Figure 5-26: Greenbelt Metro Station Location

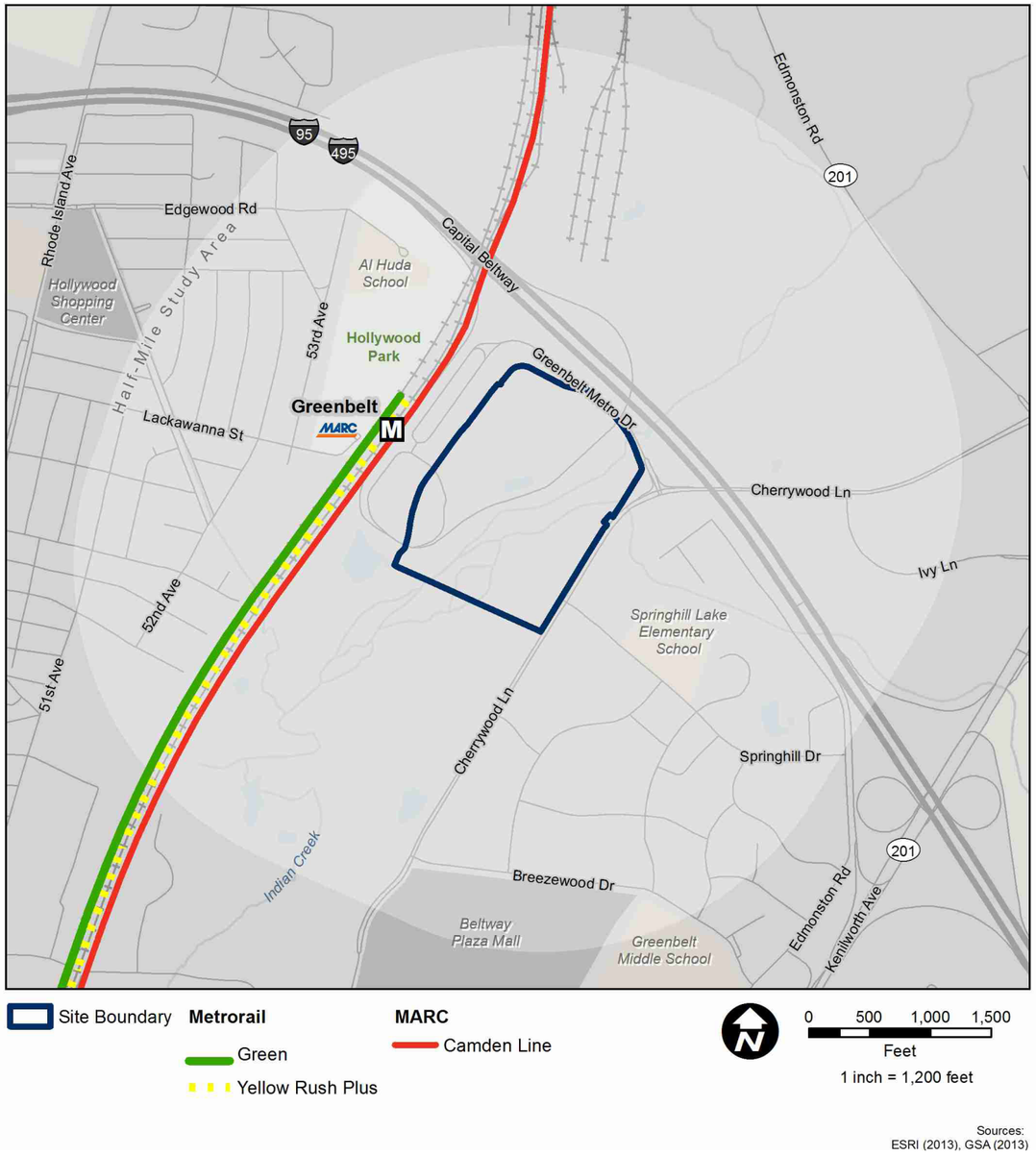


Table 5-16: Metrorail Frequency of Service at Greenbelt Metro Station

Day	Period	Span of Service	Headway (Minutes)		
			Green	Yellow Rush +	Effective Headway
Weekday	Peak	5:00 AM to 9:30 AM / 3:00 PM to 7:00 PM	6	10	4
	Midday	9:30 AM to 3:00 PM	12	-	-
	Evening	7:00 PM to 9:30 PM	12	-	-
	Late Night	9:30 PM to 12:00 AM[a]	20	-	-
Saturday	Daytime	7:00 AM to 9:30 PM	12	-	-
	Late Night	9:30 PM to 3:00 AM	20	-	-
Sunday	Daytime	7:00 AM to 9:30 PM	15	-	-
	Late Night	9:30 PM to 12:00 AM	20	-	-

[a] *Service is extended to 3:00 AM on Fridays*

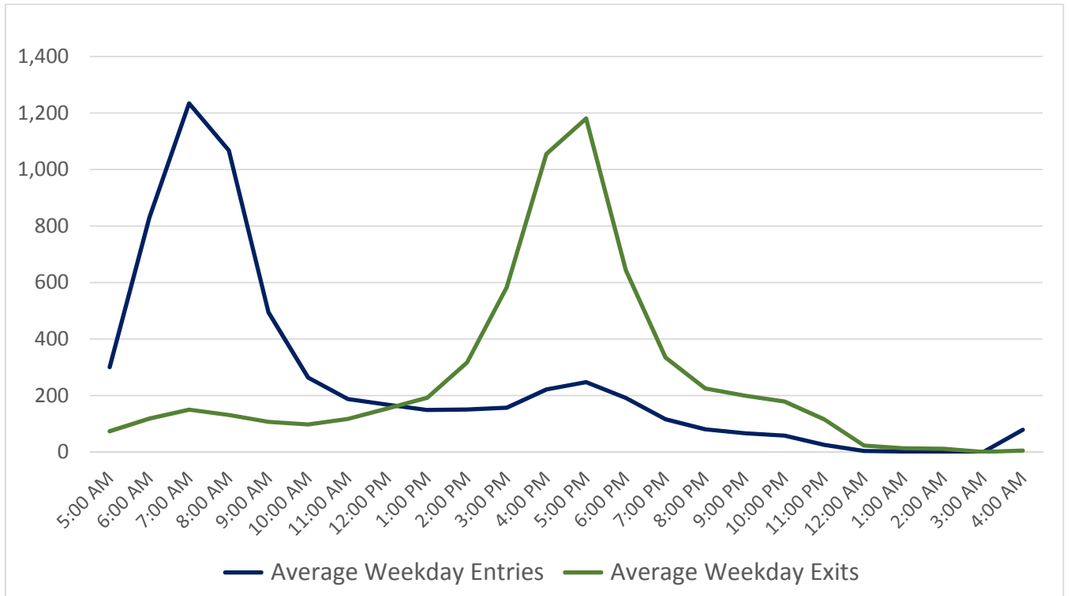
Note: Effective headways are only necessary when two Metrorail lines serve the station. Effective headways are calculated by dividing an hour (60 minutes) by the total number of trains that are scheduled to serve the station during an hour (6 minute headway = 10 trains/hour, 10 minute headway = 6 trains/hour, 10+16 = 16 trains/hour and 60 ÷ 16 = 3.75 minute headways).

Source: WMATA (2014a)

GREENBELT PUBLIC TRANSIT

- Public transportation facilities in the study area include Metrorail; commuter rail; shuttles; and local, intercity, and commuter buses. Additionally, car sharing exists from Enterprise CarShare.
- The Greenbelt site is located adjacent the Greenbelt Metro Station. The WMATA Metrorail Green line serves the Greenbelt Metro Station during all operating hours, and the Yellow line serves the station during peak periods.
- At Greenbelt Metro Station, weekday entries peak between 7 AM and 8 AM. Weekday exits peak between 5 PM and 6 PM.

Figure 5-27: Average Weekday Entries and Exits by Hour at Greenbelt Metro Station



Source: WMATA (2014b)

The majority of entries at Greenbelt occur during the morning hours, with the highest amount occurring between 7:00 AM and 8:00 AM (1,234 entries), and 8:00 AM and 9:00 AM (1,068 entries). By 9:00 AM, entries drop to 495. The number of entries continues to drop steadily into the afternoon, evening, and late-night hours. These patterns indicate that Greenbelt Metro Station primarily serves suburban commuters who work in the District or other jurisdictions south of the station.

The majority of exits from the Greenbelt Metro Station occur between 4:00 PM and 5:00 PM (1,055 exits) and between 5:00 PM and 6:00 PM (1,181 exits). By 6:00 PM, exits drop to 644. Exits total around 100 passengers between 5:00 AM and 3:00 PM and then steadily increase before peaking between 5:00 PM and 6:00 PM. They then steadily drop into the evening and late night periods. Like entries, exit patterns are consistent with suburban commuting patterns. Figure 5-27 summarizes average weekday entries and exits at Greenbelt Metro Station by hour.

Greenbelt Metro Station Capacity Analysis

A Metrorail station capacity analysis was conducted at Greenbelt Metro Station according to the methodology described in section 3.9.3.1. The peak 15-minute ridership period for total ridership activity (entries and exits) was between 5:00 PM and 5:15 PM. At Greenbelt Metro Station, there is a single set of vertical elements (escalators and stairs), between the Metrorail platform and the mezzanine, which is located at street level. During the peak 15-minute analysis period none of the vertical elements, faregate aisles, or fare vending machines are above capacity, defined at a volume-to-capacity (v/c) ratio of 0.7. Additionally, there is sufficient capacity to accommodate the peak number of passengers simultaneously on the platform at pedestrian level of service (LOS) B. Appendix C, the Greenbelt Transportation Impact Assessment (TIA), contains further details on the Greenbelt Metro Station capacity analysis.

The Greenbelt TIA (Appendix C) also contains the Greenbelt Metro Station mode of access, station infrastructure, bus loop, peak 15-minute ridership by station entrance, Metrorail origin-destination data, and emergency evacuation analysis.

Commuter Rail

The MARC train serves the Greenbelt Station on the Camden Line. The Camden Line connects Baltimore, Maryland, at Camden Station to Washington, D.C., at Union Station. Northbound trips (Washington to Baltimore) serve the station seven times each weekday: three times during the AM peak period and four times during the PM peak period (Maryland DOT n.d.). Southbound trips between Baltimore and Washington also serve the station seven times each weekday: four times during the AM peak period and three times during the PM peak period. Northbound trips serve the station between 6:49 AM and 8:16 AM and again between 5:01 PM and 8:01 PM. Southbound trips serve the station between 5:42 AM and 8:50 AM and again between 4:10 PM and 6:57 PM.

The MARC platforms are at ground level just to the west of the Greenbelt Metro Station. A walkway connects the Metro station mezzanine with the northbound platform, and a tunnel beneath the tracks connects the northbound platform to the southbound platform. A pedestrian sidewalk also connects the southbound platform and tunnel to Lackawanna Street. The MARC Greenbelt Station has no buildings, restrooms, or ticket kiosks and is unstaffed.